

T-33 A

53-5809

25X1A

3 JUN 1970

T-33A/53-5809 Incident

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Return to D/PS

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25X1A

4085

REF: MAJOR AIRCRAFT ACCIDENT REPORT, T-13A, SN535809

1. SUBJECT REPORT HAS BEEN CAREFULLY REVIEWED BY THIS
HQS. I AM SOMEWHAT CONCERNED ABOUT THE APPARENT LAXITY OF
SUPERVISION IN THE FOLLOWING SPECIFIC AREAS:

25X1A A. [REDACTED] EXTRACT FROM PAGE 7 AND 8 OF TAB Q
OF THE REPORT STATES THAT HE WAS SHOOTING FOR THE END
25X1A OF THE [REDACTED] RUNWAY AND NOT NECESSARILY THE END OF
25X1A THE RUNWAY AT [REDACTED] THIS IS IN DIRECT CONFLICT WITH PAGE
25, SECTION III OF T.O. IT-001.1 WHICH SPECIFIES TO AIM FOR THE
FIRST ONE THIRD POINT OF THE RUNWAY.

B. THE LOW AIR SPEED ON FINAL PRIOR TO RAISING THE
COORDINATING BEARS

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CONTINUED

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FLAPS AND THE SUBSEQUENT HARD LANDING IS AGAIN IN CONFLICT WITH PAGE 26 SECTION II OF THE DASH-1 WHICH STATES WING FLAP RETRACTION CAN INCREASE GLIDE DISTANCE PROVIDED THE AIRSPEED IS 140 KNOTS IAS OR MORE.

6. THE LOGGING OF INSTRUCTOR PILOT TIME WITHOUT THE INTENT TO FUNCTION IN THAT CAPACITY IS IN DIRECT VIOLATION OF AFM 60-1.

2. THE FIRST TWO AREAS DESIGNATED ABOVE INDICATE A LACK OF AIRCRAFT FAMILIARITY BY THE PILOT AND QUESTIONS HIS CHECK OUT PROCESS. ALL THREE OF THE AREAS INDICATE DEFINITE SUPERVISORY ERROR ON THE PART OF THE GROUP OPERATIONS PERSONNEL AND IN PARTICULAR.

3. IMMEDIATE STEPS WERE TAKEN TO RECTIFY THE SITUATION AND TO PREVENT RECURRENCE. PLEASE FORWARD FOR MY REVIEW THE STEPS TAKEN AND COPIES OF ANY REGULATIONS THAT MAY RESULT.

COORDINATING OFFICERS

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PAGE THREE

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END OF MESSAGE

25X1A



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